All the Old "Crack" Riders of Class I Must Meet the Professionals-Programme of the Season.

Special to the Indianapolis Journal. SAN FRANCISCO, May 2.-The American public will have its opportunity to see some of the grandest racing in the history of cycling as a sport the coming season. The National Circuit, which opened at Oakland, Cal., yesterday, continues for six months with more days of racing than last year, with more meets and with far less miles of traveling. More racing men than ever followed the National Circuit will be found on the path this season. Professionalism is now legitimate, and men may race for the money with which to pay their expenses, something that a large majority of them could not do in former years. The field is larger than ever before, owing to the practical amalgamation of Class B and professionalism, and the number of riders will be increased to nearly double.

When Class B was killed last year there were in the field no less than seven hundred declared professionals, probably one hundred of the number being men of average racing ability and taking part in "open" events. It is possible that the number of men that will be seen in open races th's year will run over the two-hundred mark. The men of this year will be the same men as were before the public last year, with possibly a few additions. Some new men will undoubtedly come to the front, as did Cooper, Rigby and others last season. The National Circuit is going to be the happy hunting ground of every professional in the country. The prizes on the National Circuit are going to be larger, the races are going to be more numerous and reputation is to be gained in larger chunks. Bald, Cooper, Murphy, Kiser, Gardiner, Ziegler, Coulter, Jenny, all among the leaders of Class B last season, must meet Sanger, John S. Johnson, Harry Wheeler, Con Baker and many more, former leaders in events will be when all the good men come together in one contest, and this will only be made possible by an invitation race for a good, large stake. The National Circuit will have such contests for big money.

It is hard to pick the man that will prove the competitive champion of the season. It may be any one of a dozen men, or it may be some man that will come up from among the great army of unknowns. E. C. (Canpon) Bald, of Buffalo, was the man of '95 n the Class B racing field. His margin in the same may be said for his margin in the was hard pushed in all his contests. He met his match more than once during the season, but played in more than good luck. as a rule, he had one at a time to tackle. circuit was two weeks old, injured himself, jump. but maintained the gait until compelled to retire. Coulter was backward after a few splurges. At the national meet Gardiner pushed Bald, but Arthur was inexperienced at this time. In Ohio, however, Gardiner gained in experience and it was then said which he defeated Bald. At South Bend Gardiner fell and was out for the rest of the season, as far as good winning form played a part. He raced but could not do his best at any time owing to the old injuries. Cooper came into form, and in Wisconsin and Minnesota he defeated Bald on several occasions, but Cooper could not keep up the winning streak. Throughout the Western Circuit to the finish Murphy played an imhis share of the honors. Thanksgiving day Bald, and on the closing day of the circuit Cooper twice defeated the champion.

In his races of the season, Bald won more close finishes than any other man on the path. He is game to the backbone and gave up but twice in races, and this twice in Ohio, when he claimed to be out of shape. BALD'S GREAT SUCCESS.

Throughout the year he maintained his gait, keeping his form remarkably well, being free from the many tumbles of the season and riding a charmed life. As a rule, was clear of any tumbles in the long snakeability to get away fast, he had the good man won all his races, or nearly all, by generous margins, and Bald won his, or most of them, by inches. Should the man mainworth watching the coming year.

John S. Johnson is going to prove himage and point tables the coming season. | terruption. Johnson grows a greater competitor each season. His record of last year in the professional ranks was one of the very best. and, with his training over across the pond, he will return to America in August presess in 1893 and 1894, and by his winnings of last season proved himself a man on scriptions of wheelmen. which the mantle of champion might easily

the Milwaukee giant. Sanger starts the present season with the best chances of | his lifetime. Tom Cooper has had one season of success on the track, and with the encouragement which that has given he will come to the front. Cooper is now in charge of "Mother" Webb, trainer of Harry Tyler for the past two seasons. Later in the year he will also have the veteran. Ed Moulton, under whom he came so promimently to the front last season. Charlie Murphy is always one of the surprises of the racing season. His age on the path is greater than that of any other of the circuit chasers, yet he bobs up every season and in the end of the year has placed an excellent record to his credit. Murphy is charge of Willis B. Troy for the coming year, Earl Kiser, the Dayton flyer, is a rider of whose future many bright things are predicted by cycle writers and riders all over the country. He has had the benefit of

a winter's residence in California. Otto Ziegler, of San Jose, is again on Eastern tracks. Ziegler's success last season was broken at the South Bend meet early in August by the fall in which he broke his arm in two places. At the late fall meet at Louisville he succeeded in lowering the competition record to 1:52 3-5, and this mark he now holds. Ziegler is in charge of Dick Alward. Arthur Gardiner was another man that suffered from falls while in his prime last season and without these would have landed near the top. When in form he gave indication

ceason of the coming champion by the clever

fore the closing of the record breaking a that point. John West is his trainer.

A VICTIM OF ACCIDENTS.

Clinton Coulter met with so many accidents justice to himself. He is in charge of his brother, C. C. Coulter, and with Frank Foster, the champion athlete of the Pacific coast, as trainer. Coulter should do well McFarland, the "Zimmy" of the Pacific coast, is spoken of as team mate for Coulter. Frank J. Jenny met with his severe accident of the season at Williamsport last year, and was after that hardly the man that he was proving to be when the fall occurred. Jenny is a heavy man and a fall is serious with him, more so than with many others. Charles S. Wells, the favorite rider of all the riders of San Francisco and California, came up well at the close of last season. Wells is one of the largest riders in the States, yet he possesses one of the finest finishing sprints on the track. Julian Pye Bliss, "the Chicago Midget," is to be seen once more on the circuit. Fred Allen did pretty well las season. He will have the opportunity of his life this year, with a good trainer, who has had him at Louisville for some time.

William M. Randall did not appear in the circuit contests until late last season. Randall and probably Kiser will be trained by Stackpole and under the management of H. B. Gleezen. Frank E. Schefski is from Salt Lake City, and was picked up when the circuit passed through that point. He is speedy at unpaced work. Schefski allows no man take undue advantages with him in a race as was found at the circuit races last fall when some of the veteran circuit chasers tried to best him at some of the tricks of the trade, such as the elbow and crowding. One of the leaders was thrown from the track for

Harry Wheeler, once "cash prize king, is a member of a prominent team and started his training early. Fred Loughead, the Canadian champion of last season, has foined the professional ranks, Marion, Black and Poltier, of Fort Wayne, Ind., are new in the list of signed circuit followers. Both were good men in the amateur ranks, and this year have their first opportunity in the regular field. Frank Lyman is their trainer and manager. A. D. Kennedy, of Chicago, is once again to be seen in the fight.

SPEEDY MACDONALD. Ray Macdonald is in Europe the charge of Tom Eck. riding in finer form than before. Macdonald is one of the speedjest men that this country ever produced. His return in August will add one more to the fine array of racing men, on the circuit. Frank Rigby, of Toledo, may be seen on the circuit. Pat O'Conner, the Irishman, will cut a prominent figure. H. R. Steenson will be another good one in the field. L. C. and E. C. Johnson, W. A. Terrill, Dr. Brown, L. A. and C. H. Calahan, Helfert, Berlo, Eaton, Starbuck and a host of others will be seen, and these with two score men known to fame in the racing field will swell the number of circuit followers to the even hundred and more. From this time on, probably earlier, the followers of the circuit will be most numerous. Three great meets are scheduled. One for July 21 and 22, at Toledo; the second great national meet of the tune to fall down, to become injured, and, League of American Wheelmen, at Louisville, Aug. 10 to 15, and the third the Springfield meet, Sept. 1, 2 and 3. The circuit closes at Washington Oct. 17, and thence to the record breaking at Louisville is but a day's

The great Viking "all gold" meet, the first of the great trio, presents the winners of eight races \$5,000 in gold. This will be run on a new third-mile track constructed for the occasion at Toledo and with prizes of the value of these, will attract all the leading men of the world to the country, The national meet falls not very short in

This year's national circuit includes about seven thousand miles less than last year. There is a total of about fifty race meets After the Chicago meet early in August, and sixty days of racing already allowed for the circuit, more than was allowed at the same time last season. Dates may be applied for by a number of race promoter points and spaces have been left in the makeup of the circuit that will undoubtedly be portant part in races with Bald and gained | filled by some of these points. The number of new cities on the circuit this year is sur-Kiser took a hand and gained points over | prising. The withdrawals from the circuit are many and most of the latter will be seen in line when it has been demonstrated that professionalism is the success that it F. ED. SPOONER.

#### COMPLETED IN THREE WEEKS. First Section of New Bicycle Path Will

Be Turned Over Then.

The machinery is all on the ground ready for work on the first section of the bicycle path to begin to-morrow and Superintendent McGinty thinks he will be able to turn it over to the league, finished, in three weeks or less time. The subscription of the Indiana etrong, and he had the ability to hold any stock, amounting to \$500, has given the propace that was set. His record of the year | ject a great boom. People had thought the is one that is better than was that of Zim- path would not be built and they held back pain in his stomach; his cyclometer showed scription was made public, others began to subscribe and now there is enough money subscribed to more than build the first section, which includes all between the city and tain his form of 1895, his career will be one | Broad Ripple. It is the desire of the directors that while this work is being done, a sufficient amount will be subscribed to enself a seeker after the lead in the percent- able them to continue the work without in-

The Patee company had already offered to build a mile of the path, and the offer was renewed last week. This company says it is ready to honor the bills for the cost of the first mile and will do so as soon as presented. pared to give the circuit chasers a strug- This, with the \$500 from the Indiana comgle. Johnson is large, strong and speedy. pany, will build three miles or more, and He has the head on his shoulders for the the first section is only five miles and 1,100 close and foxy race that he did not pos- feet in length, leaving only a little more than two miles to be paid for with the sub-

With a few more active workers to solicit subscriptions, there will be enough money Another from the professional ranks that subscribed, with what will be left after will prove a leader is Walter C. Sanger, building this first section, to go to work immediately on the next section of the path and this will probably be done. The directors do not want to order the work faster than they have money to pay for it.

## MEMORIAL DAY RACE PRIZES.

#### They Will Be Exhibited May 17-Call for Entry Blanks.

Great preparations are being made for the Memorial day road race. The prizes have all been secured and will be placed on exhibition May 17, at the clubhouse of the Indianapolis Bicycle Club. There will be five bicycles given as prizes. The time prize will be a Bellis, a Ben-Hur will be the first prize and a Patee second. There will be an Outing to be given for the best time made on an Outing, and a Munger will be given on the

The entry blanks are being called for from all parts of the State and some few have been returned filled out. It is early now for entries to be received, so it is not at all surprising that only a few have come in the surprise being that any have been re-

The prizes other than the five bicycles will consist of suits, lanterns, cyclometers, bells dries. The total value of prizes will be nearly \$1,000, there being fifty altogether. Entry blanks can be secured by writing to John Ormond, No. 64 North Pennsylvania street.

An Invention for Prudes. A West Virginia man has invented and patented what he calls a leg shield for on the circuit the sores would not heal, and extends around the lower part of the wheel he finally retired to Louisville and prepared in such a way that not even a foot can be

This man, whose name is Cherry, thinks the invention will be a great boon to, women who are opposed to allowing the men on the street to see the size of their ankles.

# MALLEABLE CRANK HANGERS.

n Eastern Firm's Statement Will Cause Much Surprise.

There is a question as to whether the bicycle dealers and manufacturers all over the country are doing some tall lying or whether a letter from the Acme Malleable Casting Company, of Buffalo, N. Y., is a huge piece of fabrication. A few days ago a Journal reporter was shown a letter received by one of the local dealers, who was thought to be manufacturer, from this company, in which the local man was urged to place an order for malleable casting crank hangers which is the part of the bicycle which joins the several parts of the frame together, and through which the crank axle passes. It is very important that this, of all parts of the wheel, should be strong and reliable. The letter stated that the Acme company had already received orders for castings of this kind for 300,000 wheels of the '96 product, and that if the orders continued to come in as they had, the company would furnish 500,000 of these castings for this season's wheels.

Now the question is, what wheels are these 500,000 castings to be placed on? Every bicycle catalogue that can be found lays special stress upon the claim that the hanger is made of the finest tool steel forging, turned out from a solid block on a lathe. Every bicycle store has on exhibition parts of the bicycle showing all the important parts while in process of construction, and the crank hanger is never missing from these parts It is always shown in such a condition as to allow no doubt that the particular one shown has really been turned from a steel

Then, considering a little further, the greatest estimate yet made on the product of wheels for 1896 is 1,250,000, and this is usually caled to 1,000,000 by most manufacturers in making estimates. That being the case, if the Acme company furnishes 500,000 of these castings, and other concerns, which are furnishing the same thing, make even half that much, will leave only 250,000 wheels to be fitted with steel forged hangers.

It can scarcely be claimed that the castings are put on the cheaper grade of juvenile heels, for they do not form 10 per cent. of the total output. All manufacturers who make a fifty-dollar or sixty-dollar wheel for men and women claim that it has steel forged hangers, so they cannot be on that grade. Then, again, when the per cent. of the different priced wheels which are sold is considered, it will be readily apparent that more than one-fourth of the wheels being sold are of the kind termed high grade, yet due allowance would leave only one-fourth of the wheels not accounted for by the sale of malleable castings.

However, even if 750,000 of these castings are used this year, all this resolves itself into a question of misrepresentation because the people demand it, for it is extremely seldom that a wheel breaks in this particular place, for great care is taken that it shall be strong enough to stand any strain. So, after all, it seems to make little difference whether the hangers are malleable castings or steel forgings, for breaks do not occur in them often enough to charge that it is the fault of the class of material used or of the general construction of the machine.

It seems to be simply another case of the people believing that a certain thing is a recessity when it is not. For that reason the manufacturers are compelled to still claim that they use steel forgings in every case and must make samples of that kind of material for the purpose of showing them, when in fact the steel forging is a thing of the past in this particular, and the wheels are no worse for it, for they do not break

#### WHY WHEELER SWIFT SAID DAMN. He Ran a Race with a Flabby-Looking Rider.

Mr. Wheeler Swift whizzed along the asphalt, his nose on his handle bars. Mr. Swift was a little out of humor. He had tried to scrape the coat tails of a pedestrian, but the man had been too nimble for him, and, to add to his discomfiture, had laughed, instead of swearing at him. It was barely sunrise; the streets were almost empty, and there seemed little chance of getting even on some one else.

Just then there turned in from a side street a fat and flabby looking rider, in common walking clothes, mounted on a last year's wheel, which was fitted with high handle bars. Mr. Wheeler Swift cast a satisfied glance at his own natty knickerbockers, golf stockings and correct shoes, gave a withering look at the outfit of the flabby man and essayed to pass him. The fat and flabby one let out just a little bit, without even leaning over, and his lead began inereasing. Mr. Swift became interested. His back humped so that it gave him a distinct and still that fat and flabby rider sailed on. Mr. Swift decreased his speed. So did the fat man. It was clearly a challenge.

Then Mr. Swift buckled down to it. His knickerbockers worked like the drivers on a locomotive. That aggravating amateur not only kept the lead, as usual, but occasionally he looked back over his shoulders and grinned. The end of the asphalt was reached. "I guess this will pump the wind out of him," thought Mr. Swift. But it didn't. Mile after mile was covered; Mr. Swift's cyclometer, it seemed to his imagination, had begun to give out a little blue line of smoke. His head receled; the fat and flabby nonperspiring flend in front of him seemed suddenly to swell to the dimensions of a balloon. Mr. Wheeler Swift conned his cyclometer again. His speed had fallen off more than 30 per cent. "That settles it," said he. He ran his wheel to the shade of a roadside sycamore and dismounted. The demon turned and came back. As he passed Mr. Wheeler Swift the deceptive one flipped a card to his victim. Wheeler Swift picked it up and read: Barkenhall's Pocket Cyclomotor.

# Storage System.

Weighs but six pounds, is two-horse-power, and can be concealed in the pockets of an ordinary coat. Get one and pump the wind out of would-be racers.

## "Damn!" said Mr. Wheeler Swift.

Run to Noblesville Next Sunday. C. P. Robertson, on behalf of the Nobles ville Bicycle Club, of which he is president. has sent a general invitation to the wheelmen of this city to go to Noblesville next Sunday. Similar invitations have been sent to clubs within a radius of thirty or forty miles of Noblesville. It is expected that several hundred wheelmen will be there. This is one of the best runs, for the distance, from this city.

To St. Louis Awheel. A part of the New York and Brooklyn delegations to the St. Louis convention have arranged to make the trips on their wheels. They will pass through this city. 15 is predicted that by the time they have passed over the rough roads of Pennsylvania they will be ready to indorse the L. A. W. "good roads" plank when they reach St. Louis They will be known as the Morton Legion.

## St. Paul's Pontoon Race Track.

A scheme for the construction of a pontoon race track for bleyeles at Lake harried near St. Paul, four laps to the mile, is indeway. Estimates of the cost have been made and it is found that provide amount to little more than the bring of milar track would cost on dry g un 1 7 or the records, gaining the mile record be- seen by the rude man who happens to look track, such as it is proposed to evaluate of that I think I can give it to."

the entire track being lighted by electricity and the contestants visible to the audience t all points in the race. It is understood trio of local capitalists will offer the stree railway company a handsome figure for per-mission to construct and operate such a

#### track within view of the pavilion. FOUND IN THE BOXES.

Walter Bass will go to Noblesville on his Miss Myra Towsey and Miss Daisy Clark are new riders. Tom David is training on a new Tribune for the Memorial day race.

Will Harding and John Wood will soon J. Edward Krause has been taken off the oad and is now in the Patee store. Last week Hay & Willits sent a fine sllk banner to the Outing Club, of Philadelphia. Miss Bertha Dildine surprised her friends last week by coming out on a new Waverley.

Guy Mahuren and I. A. Doty have chalenged Sears Hargraves to a competitive

There will be an Outing run to Noblesville next Sunday. All Outing riders have been invited to attend. The members of the United States Military Wheelmen in this city will go over the Memorial day race course to-day.

Williard S. Wickard has decided to lay side his wheel for a while in his morning outing, and he now rides horseback. Ed Hoshour, a College-avenue druggist, has joined the wheeling ranks and now has a large pump at his store for the use of the

Robert L. Moorehead went to Chicago, last week, to start in some of the races which were held there. He is riding a '96 Eugene Fletcher, of North Alabama street, vill enter the Memorial day road race. His

friends think he will not be the last one to cross the tape. There will be a meeting of the Napoleon Club, Friday night, at No. 30 Massachusetts avenue, to make arrangements for the pro-

posed trip to Chicago. Gem Fletcher and Harry Wilson are training for the High School field day races. It is claimed that Morris Shearer will be the dark horse in these races.

The Onion Club is the name of a new organization in the East End. The members had their weekly outing last Tuesday and then had what they call a "fume" lunch. Last Sunday Edward Finney rode to Mil-lersville. He is a new rider and was not accustomed to the ruts in the spring roads. A fall and a sprained ankle was the result. Bert Carter is a new pider. Last Sunday he took a trip to Broad Ripple and now wants the County Commissioners to cut away the hills before he will attempt it

Last Sunday was the annual Dragon Club e. There were hearly thousand wheelmen from the surrounding towns. A large number of those agreed to meet at Kokomo to-day. Stocker's drug store, No. 500 East Wash-

ington street, is falling into the line of those

who recognize that wheelmen are a large per cent, of the population. Mr. Stocker has bought a large pump for the use of all. Last week Henry Eix was run down by a light spring wagon turning in front of him The wagon struck the front wheel of his bicycle and threw him to the ground. He was not hurt seriously, but his wheel was

The "Yaboots" is the euphonious name of a new North-side bicycle club. The officers are: President, H. Tibbeman; secretary and treasurer, A. Koffman; captain, F. J. Solo-mon. The first run will be made to-morrow evening to Millersville. There is a great deal of talk among the

pupils in the public schools of the High School field day races. Many of the pupils are spending all their spare time, and some they cannot spare, getting in trim for a hard day's work.

The salesmen in the bicycle stores are preparing to ask that all stores close at o'clock every night, except Monday and Sat-urday. They think two nights in the week is enough of night work. The stores now close at 9 o'clock.

Several of the local wheelmen, who are also amateur photographers, are going to make a run to Bloomingdale Glens in short time for the purpose of taking pic tures to be used in the Indiana L. A. W route book. This book will be issued about July 1, and will be mailed free to all L. A

A party of local wheelmen from the East End have arranged a trip to Richmond today. The party will consist of Edward Mayer, George Hurst, Walter Heitzhman, M. Gates, Mr. Pearson and Earle Jones The same party took a run to Crawfords ville last Sunday, and, considering the wind and a double puncture, enjoyed a good trip. The Journal bicycle boxes seem to be rapfdly making their way into the thoughts of the riders. The first week there was very little in them, and the second week was not much better, but this week they yielded a good crop of pickings. There were many items in them which, although otherwise acceptable, were not used because they were not signed by the writer. The name is not to be printed, but must be signed to each

item or it cannot be used. A few days ago a woman was riding down Massachusetts avenue. She was evidently a new rider, for she did not show that she had full control of her wheel. When a short distance north of Ohio street she wanted to stop, but could not. She saw a man walking on the sidewalk and called to him: "Oh! Come out here and stop me Somewhat 'surprised, the good man went to her assistance, but he knew little, if any, more about the machine than she. Finally, she managed to get off, and, thanking her rescuer, entered a physician's

# LOCAL BICYCLE NOTES.

Harry Bishop and Benjamin Turner wi James Twyman, John Warner and Ora Irwin went to Plainfield last Wednesday

Miss Lillie David, Miss Susie Trueman Hezekiah Brown and John M. Barnett will go to Martinsville on their wheels this morn-

The Bellis Company has put bicycle racks in front of many of the drug stores in town. The racks are neat and just the thing need-Subscription books for stock in the Wheel ing League, which is to build the bicycle path, have been placed in all the down-town picycle stores for the benefit of those who

want to subscribe for stock. Richard R. Reeves and George S. Graves made a run to Knightstown last Sunday, leaving here at 8 a. m., arriving there at 11 a. m., which was fairly good time against a strong wind. They say the road is in ex-

A party consisting of Mr. J. E. Reagan, Miss Florence Woodward, Mr. Morton E. Reagan of Chicago and Miss Ida Foudray will make a trip on bicycles to Mr. John Foudray's farm, six miles north of the

city, for Sunday dinner. The Rondthaler Rangers made their last trip in company with Dr. Rondthaler last

nian's famous fried chicken. Mr. Otis R. Lowe, accompanied by Mr. Whetstone, of Philadelphia, Pa., will leave Philadelphia in a few days on a bicycling tour west. Stops will be made at Reading, Leesburg, Williamsport, Indiana, Greensburg and Pittsburg, Pa., Columbus and Cincinnati, O. From Cincinnati Mr. Lowe will go alone to Louisville, Ky., and then to Indianapo where he will visit his parents on North

Pennsylvania street. Both the young men are in excellent condition and expect to make some fast time while on the road. Charles Milton Aner, president of the Recherche Bleycle Club, left Friday on a bleycle tour of Indiana and Illinois, on a States in six days or forfeit \$200. He is to earn his expenses on the road by giving exmade a similar tour of Texas two years ago, at which time he introduced the bicycle on the big ranches there. Mr. Aner says a great many cowboys are now using bicycles instead of bronchos. The Recherche Cycling Club, headed by a band, will meet Mr. Aner when he returns next Thursday.

Knew Where He Might Give It Away.

A. D. Black, Chicago manager of the In-diana Bicycle Company, relates that a man recently came into the store and expressed a desire to "trade in" an old machine in part payment for a new one. Black told the man to "bring it in," but when it was brought in he told the man he would have to decline all proposals for a trade. But he would seil the bicycle for the man if he could, and the man said "let her go," and When he returned a few days later he asked Black whether he had had any of-

"No," said Black, "not an offer."
"How much are you askin' people fer it?" "Well,' replied Black, 'I did have the nerve to ask one man \$7.50 for it, but that's too

Black expected the man to be dumfounded and indignant, but the man was equal to the irony, and so he said to Black: "Well, you better cut it to \$5, and if can get \$4.50 for it I have a cousin I k

# GEORGE WASHINGTON.

Gen. Greely's Effort to Throw Light on a Great Patriot's Personality.

In two articles contributed to the Ladies' Home Journal Gen. A. W. Greely has undertaken to rescue the personality of George Washington from the fast-deepening mist of legend. No previous biographer has made

so careful and candid a study of original documents, including especially the innumerable letters penned by the subject himself. mistakenly suppressed, is to enhance the respect and the affection with which the most illustrious American is regarded by his

The aim of these researches is frankly avowed to be to depict Washington as a sor brother, guardian, neighbor, slave master soldier and statesman. The necessity for such a portraiture is demonstrated by the fact that when American youths are questioned as to their relative interest in Napoleon and Washington, many are apt to prefer the former, on the ground that the latter, as he is described by his biographers, is, although great and good, devoid of the minor human defects that would throw into relief his virile and estimable traits. Rightly to appreciate Washington, it is indispensable to mark how he advanced from the environ ment of the first half of the eighteenth cen tury toward the higher standards of the present age. In a word, as we ultimately know him, he is a product, not of birth or accident, but of growth.

To lose sight of Washington's early en vironment is to overlook the force of character which enabled him to become a great and good man in spite of it. General Greely recalls all that is meant by the fact that his youth and early manhood were passed in tidewater Virginia, the population of which had for its substrata the debasing labor systems of indentured white servants and African slaves. At the other extreme of colonial society was the ruling aristocracy, composed of royal officials, formanstic clergymen, and planters possessed of great estates. Wash ington was born midway between these extremes—higher than Patrick Henry, much lower than the Randolphs and the Lees. While his progenitors did not rank among the great land owners, they were not poor whites; they might be classed among the gentry. It was Washington became what was, for eighteenth century Virginia, a plutocrat.

From his boyhood Washington was for of women, but every authentic letter of his shows that he placed them on the highest plane. He was barely seventeen when he first suffered the pangs of unrequited love; he was but nineteen when he courted Miss Betsy Fauntleroy and was rejected by her; the passion of his life came a little later, and was inspired by a married woman, Sally Cary, the wife of his friend, George William Fairfax. The lady must have rebuked him, yet his last letter to her was penned only four months before he became engaged to the Widow Custis, the richest woman in the colony. His marriage, which took place three months later, gave him absolute control of one-third of the Custis patrimony, and the remainder of the estate came into his hands as guardian. Washington, in other words, was one of the very few Americans who have neither inherited nor made money, but who have married it.

At the time of his union to Mrs. Custis, Washington was an imposing example of physical manhood, but he was, by no means, deally perfect even from this point of view. His feet were abnormally large, his face bore the disfiguring traces of smallpox, and his teeth were defective, owing, apparently, to a fondness for sweets. The lack of expression which was noticed in his face during the latter part of his career was, doubt-less, due to his false teeth. It is well known that he smiled rarely but, when he did, his smile gave an uncommon beauty to his coun-

Drinking, gambling and swearing were, as General Greely reminds us, the vices of eighteenth century Virginia, and the won-der is, not that Washington was sometimes chargeable with these vices, but that he, to a large extent, outgrew them. To the last he had wine on his table, yet, when in command of the Continental army, he applied a hundred lashes to every man found drunk, and in advising his nephew he says: "Re-frain from drink, which is the source of all evil and the ruin of half the workmen of this country." In the purchase of lottery tickets Washington indulged during the revolutionary war, and as late as the arrangements made for the foundation of the city which bears his name. Gambling in general rod Washington, as "a vice productive of every possible ill." That Lee was rebuked with an oath at Monmouth is unquestionable, and a few other lapses of the kind may be found in Washington's early letters, but General Greely assures us that in his later writings it is very seldom that any stronger phrase than "would to God" drops from his

Washington was like many other men in finding it difficult to live under the same roof with a mother-in-law. At one time he invited his wife's mother to make Mount Vernon her home, but in a subsequent letter, quoted by General Greely, he says: "I will never again have two women in my house, when I am there myself." His own mother, also, was a trial to him in more than one particular. It will be remembered that Washington would accept no salary for his services to his country during the revolutionary war. His mother, however, insisted that the colony of Virginia should settle a pension upon her for her son's services, and t required Washington's direct interposition to thwart the unseemly move. To make good the deticiencies in her current accounts, she continually drew on him, until he was obliged to counsel her to lease her estate and live with one of her children, adding that she might stay at Mount Vernon, provided

she would dress for dinner. If love of one's fellow-men constitutes Christianity, Washington had it, but Gen Greely can find no evidence that he ever took communion in his own church, the Episcopal, or any other. He did not hesitate to travel on Sunday, and on that day made at least one contract. During four months that he spent in Philadelphia, in 1787, he attended church but six times; once at a Catholic mass, once at a Quaker meeting house, onc with the Presbyterians, and thrice with the Episcopalians. General Greely vouches for the fact that in several thousand letters penned by Washington the name of Jesus Christ never appears, and it is absent from his last will. Nevertheless, in his farewell address we read: "Let us with caution indulge the supposition that morality can be maintained without religion." One word more. Washington was a slaveholder; yet he never exported but one slave, and by his will freed every one that belonged to him, providing at the same time for the helpless.

General Greely well says that such imperfections as should be brought to light in any honest biography of Washington are mainly ascribable to the influences of his environple, taking about fifty people. All report a most pleasant time. There were short talks by Messrs. Holtzman, Leathers, McBride by Messrs. Holtzman, Leathers, McBride development of the individual. George Washend, has nothing to fear from the micro-

#### ORIGIN OF THE LONDON TIMES. Sketch of Its Founder and His Newspaper Plans.

National Review.

The first Walter was a bookseller, who thought that he could turn to account an invention called "logography" (the types were to be whole words instead of letters) by printing a newspaper. Though the invention failed, the newspaper lived for a short time as the Universal Register, and it be-came the Times on Jan. 1, 1788. Walter's first declarations show how accurately he had divined the conditions of success. His ideal paper was to give something for all tastes it was not to be merely commercial nor merely political. It was to represent public opinion generally, not any particular party, and it was never "to offend the ear of delicacy." When it had survived logography and obtained its incomparable monosyllabic name it was fitted for a successful career The war was an ill wind enough, but it blew prosperity to newspapers, as the wars of the great rebellion and of Queen Anne's day had given fresh impulse to their infancy and boyhood. Walter, too, and his son, who took the helm in 1802, were keen in applying mechanical improvements and organizing the new The Times seems to have invented the for

The Times seems to have invented the for-eign correspondent, its representative, Hen-ry Crabb Robinson, being probably the first specimen of the genus. It beat the govern-ment in getting the first news of battles, and defeated a strike of the printers in or-der to introduce a new method of printing. The younger Waiter, however, seems still to have combined the functions of editor and proprietor until 1810, when Sir John Stoddart became editor. Stoddart was succeeded by Barnes, in 1817, and Barnes, in 1841, by Delane, and editorship had become not only a separate function but a position of high pofitical importance.

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